

CENTRAL INTELLIGENCE AGENCY

DATE DISTR. **20** Jan 1954
50X1

NO. OF PAGES 3

NO. OF ENCLS. 50X1
(LISTED BELOW)

SUPPLEMENT TO
REPORT NO. 50X1

50X1

THIS IS UNEVALUATED INFORMATION
50X1

50x1

- Upon graduation from a merchant marine navigation school one received the title of navigation officer of ocean waters (sturman dalnevo plavania). This in itself did not give one the right to navigate vessels. However, presentation of the graduation certificate and indication of sea-time entitled one to a license. The license was given by port captains of only eight principal ports: Odessa, Tuapse, Rostov, Leningrad, Murmansk, Archangelsk, Baku, and Vladivostok. The type of license depended upon sea-time and upon what position the mariner held aboard ship at the time. For example, a graduation certificate and 24 months in the deck department of sea-going vessels entitled one to the license of navigation officer, coastal waters (sturman malovo plavania). With this license, in practise, one could serve either as a junior officer on an ocean-going vessel or as chief officer on a coastal vessel. A year after receiving this license, and if one for various reasons did not expect to serve on ocean waters, one could obtain a captain's license, coastal waters (diplom kapitana malovo plavania), provided that the individual had served as a mate during this period and had had no collisions or mishaps. This type of captain's license also entitled one to serve as a chief mate on an ocean-going vessel. In rare instances this type of license was granted to an individual who had not attended a merchant marine technicum.

2. When a mariner had served one year as navigation officer, coastal waters and six months as a navigation officer on the ocean (in foreign waters), one could get a license as navigation officer, ocean waters (sturman dal'noye plavaniya). The highest license available was that of captain, ocean waters (diplom kapitana dal'noye plavaniya). It was obtained only after one had been a navigation officer, ocean waters for some years and then had served three years as chief mate (starshi pamoshnik) on the ocean (half of this time in foreign waters).

DISTRIBUTION

Navy EV

ORR EV

CONFIDENTIAL

-2-

50X1

3. In addition to the above system of licenses granted by major ports, local ports gave licenses for operating small craft - tugs, motor-sailing ships, fishing boats, usually under 200 tons. There were four such licenses: to operate craft of 20, 50, 100, and 200 tons. Some of the licenses indicated that the holder could operate tugs. This included ocean-going tugs. A tug was called a "buksir" or "büksirni kater." A launch was called a "kater."
4. Engineering officers in the Soviet merchant marine had a similar system of licenses, but their licenses were divided by horsepower. [redacted] 50X1
the main difference between Soviet and US merchant marine officers was that in the USSR all navigation officer (sturman) graduates from a merchant marine technicum passed a final examination equivalent to that of a master of an ocean-going vessel in the US. However, in the US, unless one was a merchant marine academy graduate, one takes a far more limited examination in order to obtain, for example, a third mate's papers.
5. In regard to ranks (dolzhnosti) on sea-going vessels of the Soviet merchant marine, the highest rank was that of captain (kapitan). He wore four gold stripes, with a red pennant-shaped cloth patch (vimpel) above the stripes. There was a gold hammer and sickle insignia on the patch. 50X1
Officers of the Soviet Navy wore a similar patch, but with a gold star insignia. At present [redacted] Soviet merchant marine officers wear shoulder boards rather than stripes on their sleeves. The first mate (starshi pamoshnik kapitana) wore three stripes. The second mate (vtoroi pamoshnik) had two stripes and third mate (tretii pamoshnik), one stripe. On large freight or passenger ships, fourth and fifth mates might be carried. They also wore one stripe. Continuing with the deck department, ranks under that of officer were: boatswain (botsman), able bodied seaman - AB (matros pervovo klasa, or rulevoi, ie helmsman), and ordinary seaman (matros vtorovo klasa). Tankers carried "donkermen", who were in charge of the cargo pumps. Ships also had stewards (bufetchiki), cooks (povori), and cabin cleaners (uborsheki).
6. Large vessels, and all ships traveling in foreign waters, carried a political officer. He was called a "pompolit" (pamoshnik kapitana po politicheskoi chasti). He wore three stripes. When and if he went ashore in a foreign port, he dressed in civilian clothes and would not be listed as a "pompolit," but as something else, such as a seaman. Doctors were carried on passenger ships and also had three stripes. Both the radio operator (radiist) and the electro-mechanic, although not officers, ate with the ship's officers.
7. In the engineering department, officers' ranks were: chief engineer, or senior mechanic (starshi mekhanik), a three-striper; second mechanic (vtoroi mekhanik), two stripes; third mechanic (tretii mekhanik), one stripe; and fourth mechanic (chetverti mekhanik), also one stripe. Below the rank of officer, there were: first class machinists (machinisti pervovo klasa) on steamships (parakhodi) or first class motormen (motoristi pervovo klasa) on motor ships (teplokhodi); also second class machinists or motormen; and, on steamships, firemen first class and second class (kachegari pervovo klasa i vtorovo klasa).
8. A "proforg" (union representative) was to be found on a ship. He was usually a sailor or machinist chosen by the crew to represent the seamen's union (Boyuz Morekov), which included the officers. Actually, a "proforg" had very few functions after 1932. The "komsorg" was the secretary of the Komsomol cell on the ship. He was chosen by Komsomol members among the crew and had fairly little to do.
9. The duties of deck officers, in addition to navigation, were: first mate - administration and supply; second mate - cargo; third mate - bookkeeper, cashier, office matters, care of navigational equipment (including charts and books), and in charge of the signal post (flags and blinkers).

CONFIDENTIAL

CONFIDENTIAL

-3-

50X1

10. In regard to pay of Soviet merchant marine personnel as of June 1941, there were six or seven categories, depending upon the tonnage of the ship. [redacted] All types of merchant marine vessels - passenger, freight, and tanker - were included in these categories. The pay was the same for all fleets of the merchant marine. The following table indicates typical, approximate (within 100 rubles) monthly pay in rubles, depending upon rank and ship tonnage: 50X1

	<u>Tanker of 7500 tons</u>	<u>Cargo Vessel of 3500 tons</u>	<u>Motor-Sail (cargo) Schooner of 200 tons</u>
Captain	1100	800	600
Chief Mate	800	650	450
Second Mate	700	550	375
Third Mate	600	430	
Fourth Mate	450		
AB	280	260	200

11. Each shipping administration (parakhodstvo), such as Sovtanker or the Black Sea Shipping Administration (UCHP - Upravleniya Chernomorskovo Parakhodstvo), gave to a ship's captain 90 rubles per month for each member of the crew, in order to purchase food. Meals were not too good, as 90 rubles was an inadequate sum. As a result, crew members at times added their own money to this fund. The crew chose a food buyer (artelshik), usually a sailor or machinist, whose duty it was to go to a wholesale food store in the harbor area and make purchases for the whole ship. The stores were called water transport cooperatives (vodno transportnii kooperativi). Their prices were not lower than elsewhere, but there was a wider choice of food products.
12. On Soviet ships sailing foreign waters, crew members have 25% of their wages paid in foreign currency while in foreign waters, and receive 300 rubles per month for food while in home waters, instead of 90. This applies [redacted] as it did in 1941. Therefore, sailors on these vessels are better clothed and better fed than the average mariner. Rubles which could be exchanged for foreign currency were not the usual paper rubles, but were Torgsin coupons (Torgsin kuponi). Torgsin (Trade Syndicate, USSR - Torgovi Sindikat, SSSR) was an organization which sold merchandise and got people to turn in gold for coupons. A Torgsin coupon was worth 50 normal rubles on the black market, which flourished quite openly around the Torgsin stores. Therefore, a sailor returning from foreign duty with his coupons could make a sizeable profit and was, in effect, very well paid. 50X1
13. Personnel of the Soviet merchant marine had to buy their own uniforms. However, prices were only about one-half the usual cost and one could pay gradually. The uniforms were sold by the various shipping administrations. In 1941, sailors did not wear uniforms except on vessels of two fleets: the Caspian (passenger) and Sochi (resort ships). [redacted] all sailors wear uniforms. 50X1
14. In regard to leave for officers and sailors of the Soviet merchant marine, two weeks per year was the vacation period. The longer one was in the service, the more leave one received, up to three or four weeks. Sunday was considered a rest day and if a mariner worked that day, as he would if the vessel were at sea, he would be given extra leave or extra pay in port.

-end-

CONFIDENTIAL

756.517 N
756.511 N
756.561 N